HELICOPTER ROUTE CHART
DETROIT
LEGEND

Consult Chart Supplement for details involving airport lighting, navigation aids and services.
All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VORTAC or TACAN location
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification.
- Other than hard-surfaced paved runway
- Private use

HELIPORTS

- Helicenter - public and private
- Medical Center
- Helipads located at major airports
- Rotating airport beacon in operation Sunset to Sunrise

OTHER

- Glidedge Flight Path Depicted
- Seaplane Base

OBJECTIONABLE – Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 91, Special Air Traffic Rules & Airport Traffic Patterns.

FSS — NO SVFR — FAR 91

NAME (NMM) PNAM — (CAO) Location identifier shown outside contiguous U.S.

Unverified Heliport — Name of Entry Point — (Unverified) — UNICOM

FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
• - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
CTAF - Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems shown where full-time ATIS not available). Some ASOS/AWOS facilities may have voice capability.
UNICOM - Aeronautical advisory station
285 - Elevation in feet
S - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
Wind Indicator - Shape and lighting system character is replaced by a dash. Lighting codes refer to runway edge lights.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Other facilities, i.e., TACAN, DME, HIWAS, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

Example: 123.6 OAKDALE 367 116.6 OAK 123.6 HOWER HOM

Underline indicates Automatic Weather Broadcasts in Use.
Crosshatch indicates Shutdown status.
Asterisk (*) indicates continuous or On-Request.
• ASOS/AWOS
• Weather Camera 122.1R

FSS radio providing voice communications

Heavy line box indicates Flight Service Station (FSS). Normally, only the FSS, VOR, VORTAC, or NDB located at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only
Frequencies above this line box are remoted to NAWAU site. Other FSS frequencies providing voice communication may be available as determined by FSS management personnel. Consult Supplement for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

PRIMARY — MARRIOTT 118.3 — Tower Frequency — Arrow Indicates One-way Route — Altitude Assignment — Reporting or Holding Points

SECONDARY (IN MILITARY)

TRANSITION

ROUTE — Route Name — Maximum Altitude — Minimum — Maximum — Recommended

Class B Airspace
Class C Airspace (Mode C – see FAR 91.215(b&c))
Class B/Class C Airspace Surface Area
MODE C (See FAR 91.215(b&c))

Class D Airspace — Ceiling of Class D Airspace in hundreds of feet (a minus value indicates the surface up to but not including that value) — Class of Airspace
MTR - Military Training Route — Route Identification

Recommended Route Altitude
500 Minimum — 500 Maximum — 500 Recommended

Prohibited, Restricted, and Warning Areas
"Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
P-56A (See FAR 91.133 Table)
P-56B (See FAR 91.141)
Temporary Flight Restriction (See FAR 91 for details.)
National Defense Airspace

HELICOPTER ROUTES

Compulsory — Non - Compulsory

OBSTRUCTIONS

Units are in ft or (mM)

1000 ft and higher AGL
Above 200 ft & below 1000 ft AGL
Group Obstruction
Obstruction with high-intensity lights, may operate part-time
Wind Turbine Farm
Wind Turbine
Elevation of the highest obstacle (msl). Height above ground. Under construction or reported (not verified) elevation unverified
NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Power Transmission Line
Aerial Cable
Contour Feature
818 (Elevation Base of Tower)
CABLEAS
Pictorial Symbol

MISCELLANEOUS

A - Aerobatic Practice Area
G - Glider Operations
H - Hang Glider Activity
P - Parachute Jump Area
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement)
Space Launch Activity Area
VFR Waypoints
STADIUM — Intermittent TFR des. (Refer to NOTAMs & AIM 3000 MSL)
NAME (YPXYZ)

DETROIT HELICOPTER
HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

TM

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: HELDET

NSN 7641015286487

NGA REF. NO.: HELOXDETROIT

DFF DATE 26078

CONTROL TOWER FREQUENCIES ON DETROIT HELICOPTER ROUTE CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.
Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
"NOH-FM" indicates Monday through Friday.
CUT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
ANN ARBOR MUNI	0600-2000	120.3	121.6	134.55
COLEMAN A. YOUNG MUNI	CONTINUOUS	121.3 257.8	121.8	125.075
DETROIT METRO WAYNE COUNTY	CONTINUOUS	119.4 (RWYS 03R, 21L, 21R) 128.125 (RWYS 04R, 22L) 126.75 (RWYS 03L, 22R, 27L) 120.9 (RWYS 04L, 09R) 132.725 (SAT)	119.35 (SE) 119.45 (NE) 121.9 (NW) 132.725 (SW)	118.125 (ARR) 118.125 (DEP)
OAKLAND COUNTY INTL	0600-2400	120.5	121.9	120.025
SELFRIDGE ANGB	0730-2300, DC-HOL	120.15 costal 225.4	126.3 270.8	128.525 270.1
WILLOW RUN	CONTINUOUS	125.275 259.8	118.975	127.425
WINDSOR	0700-3000	124.7	121.7	134.5

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DETROIT CLASS B	120.9 (SE/NE/SW) 124.3 (NW) 118.95 (SW) FROM TO ENTRY/ CANADIAN 2000 SFC 10NE OR 8SOUTH 3000 WIL CONTACT WINDSOR TOWER ON124.7	CONTINUOUS
SELFRIDGE ANGB	118.3 (TWR) 317.1 125.35 343.2 DETROIT APP	0700-2000

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ⟷ | ⟷ | ⟷ and railroads ⟷⟷⟷
Check NOTAMs and see AIM for details.

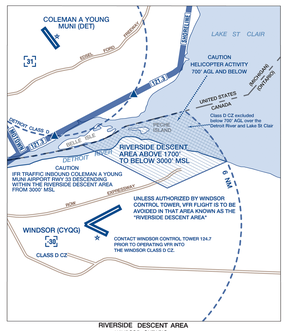
REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/air_traffic/flight_info/aeronav/faq/ or contacting us via toll free number at 1-800-638-8972 or mail http://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4600, Silver Spring, MD 20910-3281

For weather camera information visit https://weathercams.faa.gov

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)


COLEMAN A YOUNG MUNI (DET)
LAKE ST CLAIR
CAUTION
HELICOPTER ACTIVITY
700' AGL AND BELOW
DETROIT CLASS B
CLASS D CZ
RIVERSIDE DESCENT AREA
ABOVE 1700'
TO BELOW 3000' MSL
UNLESS AUTHORIZED BY WINDSOR CONTROL, TOWER, VFR FLIGHT IS TO BE AVOIDED IN THAT AREA KNOWN AS THE "RIVERSIDE DESCENT AREA"
CONTACT WINDSOR CONTROL TOWER 124.7 PRIOR TO OPERATING VFR INTO THE WINDSOR CLASS D CZ.
WINDSOR (CYQG)
CLASS D CZ
RIVERSIDE DESCENT AREA
WINDSOR, ONTARIO

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts as they may be readily identified.

Example: ● POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

DESCRIPTION OF ROUTES AND ALTITUDES

ALL ROUTES MAY BE ALTERED AT PILOT'S REQUEST OR AS DIRECTED BY ATC. ROUTE ALTITUDES ARE MAXIMUM.

BELLEVILLE: NOVI TO BELLEVILLE VIA I-275.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY DETROIT METRO WAYNE COUNTY TOWER.

CITY BYPASS: ANN ARBOR TO GRAND RIVER AVE VIA M-14 AND I-96.
ALTITUDES: AT OR BELOW 1500 FEET MSL.

CROSSTOWN: NOVI TO LAKE ST. CLAIR VIA I-96 AND I-696.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY DETROIT METRO WAYNE COUNTY TOWER.

DEARBORN: SOUTHFIELD TO I-75 VIA GOLD BLDG. SOUTHFIELD FREEWAY (M-39) TO FORD WORLD HEADQUARTERS (GLASS HOUSE) TO FORD FACTORY.
ALTITUDES: AT OR BELOW 1500 FEET MSL.

DETROIT METRO: WYANDOTTE TO DETROIT METRO WAYNE COUNTY AIRPORT VIA GODDARD ROAD.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY DETROIT METRO WAYNE COUNTY TOWER.

M-59 CROSSTOWN: HOWELL TO MT. CLEMENS VIA M-59.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY OAKLAND COUNTY INTL TOWER OR SELFRIDGE ANGB TOWER.

MIDDLEBELT: FLAT ROCK TO METRO AIRPORT VIA MIDDLEBELT ROAD.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY DETROIT METRO WAYNE COUNTY TOWER.

MOTOWN: GREAT LAKES CROSSING MALL TO DOWNTOWN DETROIT VIA I-75 AND WOODWARD AVE (M-1).
ALTITUDES: AT OR BELOW 1500 FEET MSL.

SHORELINE: MT. CLEMENS TO MONROE VIA THE SHORELINE SOUTH AND I-75.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY COLEMAN A YOUNG MUNI TOWER.

SPARTAN: HOWELL TO DOWNTOWN DETROIT VIA I-96 NOVI THEN GRAND RIVER AVE (M-5).
ALTITUDES: AT OR BELOW 1500 FEET MSL.

WILLOW RUN: ANN ARBOR TO DETROIT METRO WAYNE COUNTY ARPT VIA I-94.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY ANN ARBOR MUNI TOWER, WILLOW RUN TOWER OR DETROIT METRO WAYNE COUNTY TOWER.

WOLVERINE: BRIGHTON (M-59) TO DUNDEE VIA US-23 THRU ANN ARBOR.
ALTITUDES: AT OR BELOW 1500 FEET MSL UNLESS OTHERWISE AUTHORIZED BY ANN ARBOR MUNI TOWER.

CAUTION
PILOTS ARE REQUESTED TO SELF ANNOUNCE ON 123.025 2 MILES PRIOR TO CROSSING ANY ROUTE.

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING AIR TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE PILOTS FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest feature, including trees, in each quadrangle, including terrain and obstructions (towers, towers, antennas,etc).
Example: 12,500 feet 12 5

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES:
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "ADIZ" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flare are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without permission of the Agency/Agencies. Exceptions include emergency landings to protect human life or to prevent property beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: Wilderness Areas, Wilderness Study Areas, National Parks, National Monuments, National Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft without permission of the Agency/Agencies except in an emergency that threatens life and property. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

DETROIT CLASS B
CTC DETROIT APP ON 132.35
CTC DETROIT APP ON 132.35
CAUTION
PILOTS ARE REQUESTED TO SELF ANNOUNCE ON 123.025 2 MILES PRIOR TO CROSSING ANY ROUTE
CAUTION
PILOTS ARE REQUESTED TO SELF ANNOUNCE ON 123.025,2 MILES PRIOR TO CROSSING ANY ROUTE
CAUTION
HEAVY VFR TRAFFIC BELOW 1-FLOOR OF CLASS B AIRSPACE
PRIOR TO ENTERING CANADIAN CLASS C CTE ZONE ALL ACFT CTC WINDSOR TWR ON 124.7
Class D CZ excluded below 700' AGL
CAUTION
RIVERSIDE DESCENT AREA BELOW 3000 MSL
SEE RIVERSIDE DESCENT AREA INSET
Class D CZ
CTC DETROIT APP ON 134.3
Magnetic Disturbance of as much as 7° exists at ground level in this vicinity
See NOTAMs/Supplement for Class D eff hrs
See NOTAMs/Supplement for Class B eff hrs
CANADA
UNITED STATES
TORONTO FIR CZYZ
LAKE ERIE
DETROIT
NAUTICAL MILES
STATUTE MILES